USCG-PVA Quality Partnership Annual Report 2022 - 2024

This document presents information reported to the U.S. Coast Guard (USCG), which guides the discussions of the USCG-PVA Quality Partnership. The document provides an overview of the U.S. flag, Inspected Passenger Vessel fleet, and related marine casualty and inspection information. This report covers calendar years 2022 - 2024 and was developed from information contained in the U.S. Coast Guard Marine Information for Safety and Law Enforcement (MISLE) database.

Summary

This report highlights several areas of continued improvement in the safety of the domestic passenger vessel industry. The vessel population of "Active" passenger vessels saw a sharp increase of 136 vessels. The total number of fatalities continued to significantly decline and has set another historical low of 35 with zero (0) operationally related fatalities in 2024. However, there were some areas of concern. The number of serious, severe, or critical injuries increased approximately 40% from 18 to 26. The predominant area of increase was due to falls of passengers. In addition, the count of inspections with one or more deficiencies and the total number of deficiencies issued, increased in 2024.

Inspected Passenger Vessel Population

Vessel Status and Types

Inspected passenger vessels are regulated under Title 46, Code of Federal Regulations (CFR) Subchapters H, K, or T[1]. As indicated in the table below, there are 6,781 inspected passenger vessels recorded in MISLE. This is an increase of 87 vessels since the last report and is a positive sign for the industry.

Table 1 - Passenger Vessels by Inspection Subchapter and Status

Vessel Status	H	K	T	Totals	Previous Year Total	Difference
Abandoned	0	0	2	2	0	2
Active	135	437	6,043	6,615	6,479	136
Destroyed	0	0	0	0	23	-23
Inactive	2	4	92	98	123	-25
Laid Up	3	0	60	63	64	-1
Scrapped	0	0	2	2	4	-2
Total	**140**	**441**	**6,200**	**6,781**	**6,694**	**87**

Vessel Status and Types (Continued)

[1] H: Vessels of 100 gross tons or greater that carry passengers.
K: Vessels of less than 100 gross tons that carry more than 149 passengers, or have overnight accommodations for more than 49 passengers.
T: Vessels of less than 100 gross tons that carry more than 6 passengers but less than 150 passengers, or have overnight accommodations for 49 or less passengers.

Table 2 shows the breakdown of Inspected Passenger Vessels by their MISLE Vessel Type. As it was in 2023, the biggest increase was in the "Excursion/Tour Vessel" category; 82 vessels. And the biggest decrease was in the "Crew Boat" category.

The 6,781 inspected passenger vessels from 2024 are classified into the following vessel types:

Table 2 - Passenger Vessel Types

Vessel Type	H	K	T	Total	Previous Year Total	Difference
Amphibious Vessel	0	0	67	67	68	-1
Attraction Vessel	1	0	11	12	15	-3
Balloon Support Vessel	0	0	2	2	2	0
Charter Fishing Vessel	0	1	942	943	954	-11
Crew Boat	0	0	476	476	492	-16
Cruise Ship Launch/Tender	0	0	56	56	55	1
Diving Vessel (Recreational)	0	0	216	216	219	-3
Excursion/Tour Vessel	5	153	2,605	2,763	2,681	82
Ferry	99	180	344	623	617	6
Gaming Vessel	2	3	1	6	5	1
General	25	1	29	55	56	-1
Harbor Cruise Vessel	3	57	220	280	277	3
Ocean Cruise Vessel	1	13	17	31	29	2
Parasailing Vessel	0	0	226	226	226	0
Party/Head Boat (other than fish)	0	5	73	78	55	23
River Cruise Vessel	4	27	103	134	139	-5
Sailing Vessel	0	0	285	285	289	-4
Special Purpose Ship	0	0	50	50	45	5
Submersible	0	0	5	5	6	-1
Water Taxi	0	1	470	471	462	9
Waterskiing Vessel	0	0	2	2	2	0
Total	**140**	**441**	**6,200**	**6,781**	**6,694**	**87**

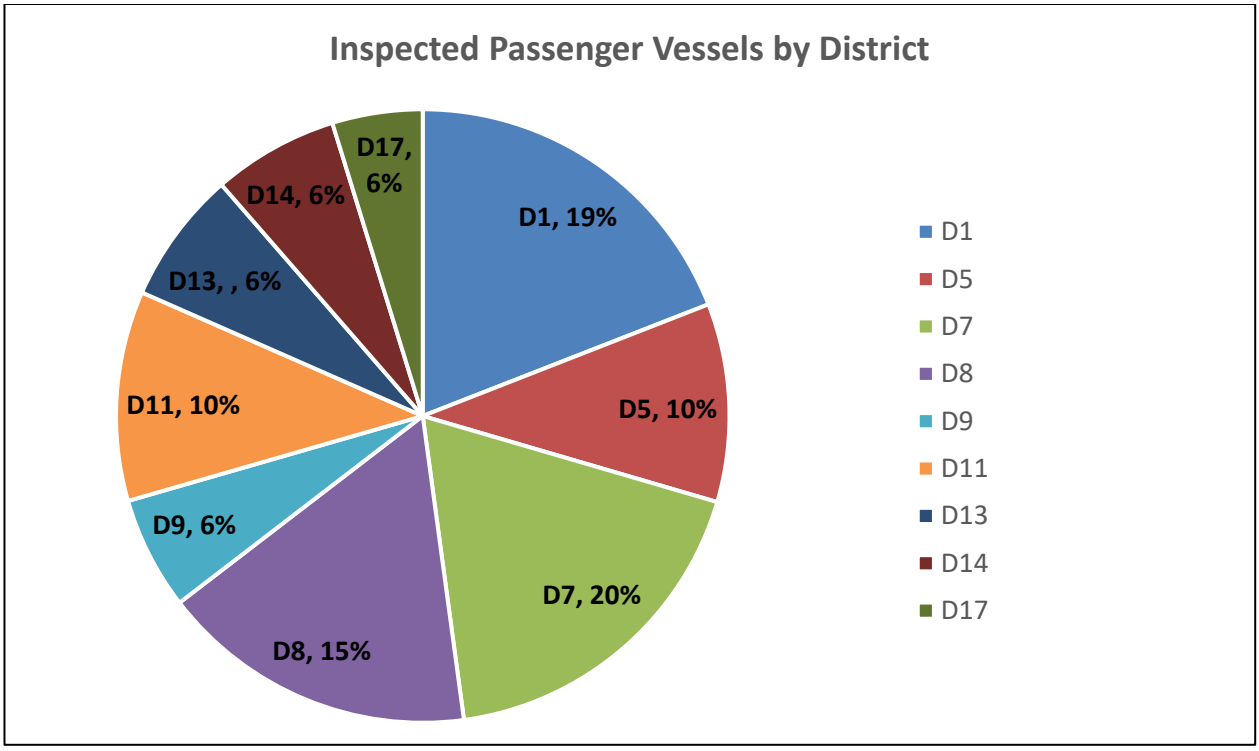
Geographic Distribution of Inspected Passenger Vessels

The Fleet of Responsibility to which a vessel is assigned indicates the specific USCG Sector that retains general administrative responsibility for the vessel, such as conducting annual exams, issuing Certificates of Inspection, scheduling hull examinations, etc. This typically correlates to the vessel's operating area. The following table indicates the number of inspected passenger vessels assigned to each USCG Sector.

Table 3 - Passenger Vessels by USCG Fleet of Responsibility

ATLANTIC AREA				
DISTRICT - Sector	**H**	**K**	**T**	**Total**
CGD ONE	**38**	**168**	**1,103**	**1,309**
Boston	0	22	211	233
Long Island Sound	9	26	280	315
New York	12	89	204	305
Northern New England	9	14	193	216
SE New England	8	17	215	240
CGD FIVE	**30**	**22**	**639**	**691**
Delaware Bay	3	4	164	171
Maryland-NCR	0	16	290	306
North Carolina	22	0	110	132
Virginia	5	2	75	82
CGD SEVEN	**2**	**44**	**1340**	**1,386**
Charleston	0	11	245	256
Jacksonville	2	4	161	167
Key West	0	1	181	182
Miami	0	11	246	257
San Juan	0	13	148	161
St Petersburg	0	4	359	363
CGD EIGHT	**33**	**31**	**972**	**1,036**
Corpus Christi	0	0	73	73
Houston-Galveston	8	0	66	74
Lower Miss River	2	3	13	18
Mobile	1	4	342	347
New Orleans	17	4	392	413
Ohio Valley	4	9	33	46
Upper Miss River	1	11	53	65
CGD NINE	**3**	**58**	**357**	**418**
Detroit	1	6	66	73
Eastern Great Lakes	0	4	16	20
Lake Michigan	1	23	139	163
Northern Great Lakes	1	18	87	106
SE Great Lakes	0	7	49	56

PACIFIC AREA				
DISTRICT - Sector	**H**	**K**	**T**	**Total**
CGD ELEVEN	**3**	**74**	**607**	**684**
LA - LB	0	19	250	269
San Diego	1	7	163	171
San Francisco	2	48	194	244
CGD THIRTEEN	**23**	**31**	**383**	**437**
Portland	1	7	186	194
Puget Sound	22	24	197	243
CGD FOURTEEN	**1**	**2**	**420**	**423**
Guam	0	0	54	54
Honolulu	1	2	366	369
CGD SEVENTEEN	**7**	**11**	**379**	**397**
Anchorage	2	7	139	148
Juneau	5	4	240	249
LANT & PAC Total	**140**	**441**	**6,200**	**6,781**



Note: The percentages of the passenger vessel fleet remained the same since the last report.

Reportable Marine Casualties Involving Inspected Passenger Vessels

Marine Casualties Involving Fatalities

From 2022 through 2024, the USCG received reports of 35 fatalities onboard U.S. flag inspected passenger vessels[2]. The table below provides details on the cause of death or "accident type" as determined by the USCG Investigating Officer.

Table 4 - Fatalities involving Passenger Vessels (2022-2024)

Accident Type	H	K	T	Total
Assault, Homicide, Suicide, or Self-Inflicted Injury	1	0	1	2
Existing Medical Condition Event	2	3	8	13
Overexertion Injury- Existing medical condition	0	0	5	5
Contact Injury- Collision with Fixed Object	0	0	2	2
Contact Injury- Struck by Moving Object	0	0	1	1
Noncontact Injury- Asphyxiation	0	0	3	3
Noncontact Injury- Diving	0	0	6	6
Unknown Injury Type	0	1	2	3
Total	**3**	**4**	**28**	**35**

The 35 fatalities is a decrease of 20 from last year's report (55 fatalities). All 35 fatalities occurred during individual incidents.

In an effort to focus the work of the partnership, the term "vessel-related" was developed by the USCG and PVA staff so that non-accidental incidents and events occurring off the vessel would be excluded from the data analysis (e.g., murder, suicide, medical condition, and diving-related fatalities). However, after several years of use, it was determined that "operationally-related" was more appropriate as all of these incidents occur on or near a vessel. The new term was implemented in the 2020-2022 report.

As **highlighted in green** in the table above, 20 of the 35 fatalities were attributed to intentional acts or non-accidental causes. These types of incidents are automatically NOT considered "operationally-related".

[2] An "Inspected Passenger Vessel" is a vessel which carries passengers for hire and subject to the regulations found in 46 CFR Subchapters T, K, or H.

A detailed review of the remaining incidents involving a fatality revealed that three (3) incidents, resulting in three (3) fatalities, were "operationally-related"; see Table 5 and the incident summaries provided below. The definition for "operationally-related" casualties, as well as examples are provided in Appendix I.

Table 5 - Passenger Vessel Fatalities that are "Operationally-Related"

Inspection Subchapter of Involved Passenger Vessel	Fatalities "Operationally-Related"	Fatalities NOT "Operationally-Related"	Total
H	0	3	3
K	0	4	4
T	3	25	28
Total	**3**	**32**	**35**

The following is a summary of the three (3) "operationally-related" casualties identified from Table 5:

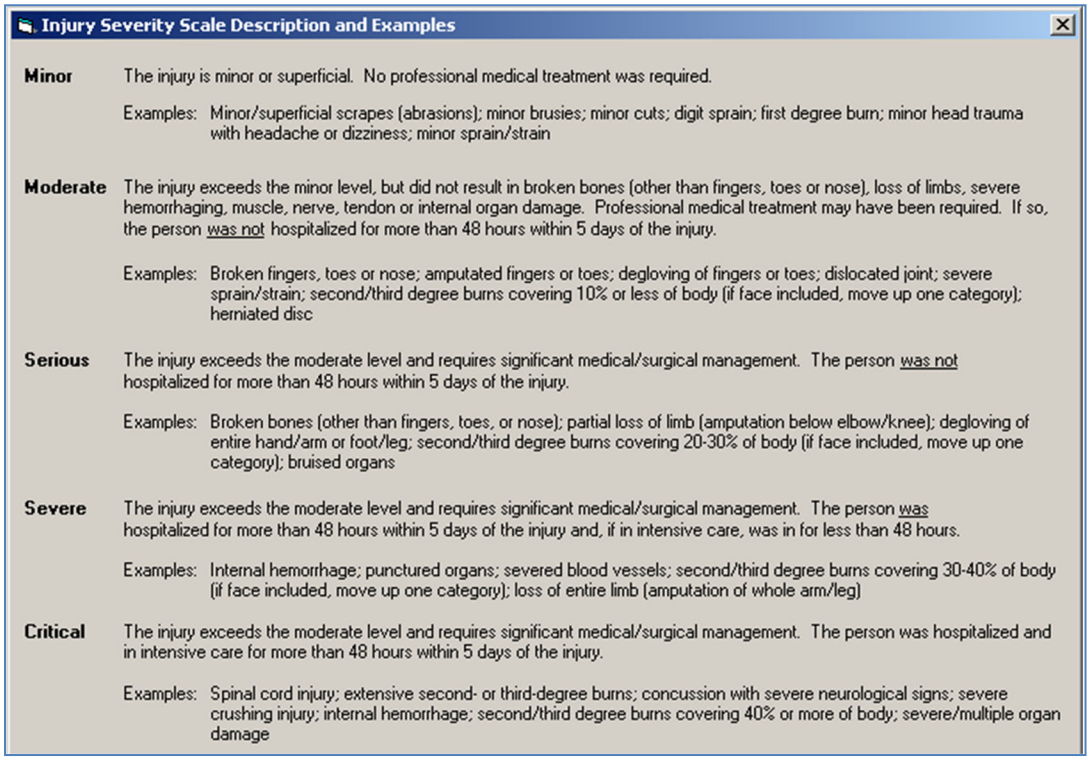
1. (T): On July 28, 2023, the airboat WILDERNESS I (State Number LA8393GG) struck a tree while conducting engine "break-in" trials on Bayou Segnette in Westwego, Louisiana resulting in a death. The vessel was being navigated by a mechanic after engine repairs had been completed by a local servicing facility. The individual got underway and a short time later allided the vessel's starboard hull with a tree. There was a large branch overhanging the waterway at the operator chair height that the individual struck. Two witnesses saw the allision, met the WILDERNESS I and attempted to provide first aid. The mechanic was unresponsive with no pulse and the witnesses called 911 for assistance. Local EMS responded to the scene and transported the mechanic to the nearest hospital where he succumbed to the injuries sustained from the blunt force trauma of the crash.

2. (T): On May 30, 2022, the AIRBORNE (O.N. 1218854) got underway with a Master, a Mate, and 12 passengers for a parasailing excursion. When the vessel arrived at the operating area the first group of three were sent aloft and returned without incident. The crew noticed clouds in the distance prior to sending the next group aloft. They continued with operations but closely monitored the weather. After 10 minutes, clouds moved in quickly and wind gusts increased to approximately 30 mph. The Master fully engaged the parasail winch, but the force of the wind overcame the winch and he could no longer bring in the passengers. The force of the wind on the parasail began to pull the vessel sideways and the Master made the decision to sever the tow line. He sounded the air horn to signal the parasailers to release the chute wrangler, which is designed to deploy a weighted sea anchor to stop a runaway parasail in the event of a tow line separation. The passengers aloft did not engage the chute wrangler and were quickly dragged away from the vessel through the water at a high rate of speed. The Master chased alongside the runaway chute, as he and the Mate attempted to snare the chute. They were not successful, and the chute eventually became tangled in a local bridge. Another vessel arrived on scene to retrieve the parasailers from the parasail equipment. All three were brought onboard and transported to local EMS. One was pronounced dead on scene and the other two were transported to a local hospital for further treatment.

3. (T): On April 4, 2022, the UHANE NUI O NAI'A (O.N. 1093380) was engaged in a night manta ray snorkel excursion with a master, two crewmembers, and 13 passengers. Upon arriving at their mooring site, the Master announced, “the pool is open”, signaling that the vessel’s engine is in neutral, and it was safe to enter the water. One of the crewmembers entered the water from the stern of the vessel to secure an anchor line to a subsurface mooring. However, the vessel’s engine throttles were engaged in reverse which caused the crewmember to be drawn into and struck by the vessel’s propellers. The crewmember was recovered from the water and found to have significant injuries. Despite the actions of the ship's crew and medical professionals onboard as passengers, the crewmember died due to exsanguination by extreme blood loss.

Marine Casualties Involving Serious, Severe, or Critical Injuries

As defined below, there are five injury severity categories used to classify personnel injuries.



From 2022 through 2024, there were 68 incidents that resulted in 78 Serious, Severe, or Critical injuries; 55% (43/78) of these injuries were the result of Accident Type: 'Contact Injury- Fall onto surface'. The percentage of the leading cause of injuries has remained primarily the same for several years.

Table 6 - Serious, Severe, or Critical Injuries Occurring Onboard Inspected Passenger Vessels

Accident Type	2022	2023	2024	Total
Contact Injury- Fall onto surface	22	9	12	43
Contact Injury- Crushed between objects	1	2	4	7
Contact Injury- Struck by Moving Object	3	0	3	6
Contact Injury- Other	1	2	3	6
Contact Injury- Fall into water	1	3	1	5
Contact Injury- Collision with Fixed Object	2	0	2	4
Noncontact Injury- Diving	3	0	0	3
Overexertion Injury- Strain or sprain	0	1	0	1
Overexertion Injury- Existing medical condition	0	0	1	1
Noncontact Injury- Other	1	0	0	1
Diseases- General	0	1	0	1
Total	**34**	**18**	**26**	**78**

As indicated in Table 7 below, passengers were involved in 58 of the 78 (74.4%) Serious, Severe, or Critical injuries. The majority of the passenger injuries continue to be the result of Accident Type: 'Contact Injury-

Fall onto surface'; 53.4% (31/58). Similar to passenger injuries, the highest percentage of crewmember injuries is due to Accident Type: 'Contact Injury- Fall onto surface'; 60.0% (12/20).

Table 7 - Party Relationship & Accident Type for Persons Injured on Inspected Passenger Vessels

Accident Type by Party-Subject Type	2022	2023	2024	Total
Contractor Employee	**0**	**0**	**0**	**0**
None				
Crewmember (includes Master, Employee, Operator, Owner)	**7**	**6**	**7**	**20**
Contact Injury- Fall onto surface	5	4	3	12
Contact Injury- Crushed between objects	0	1	3	4
Contact Injury- Collision with Fixed Object	0	0	1	1
Contact Injury- Struck by Moving Object	1	0	0	1
Noncontact Injury- Other	1	0	0	1
Overexertion Injury- Strain or sprain	0	1	0	1
External Victim (Pilots, Visitors)	**0**	**0**	**0**	**0**
None				
Passenger	**27**	**12**	**19**	**58**
Contact Injury- Fall onto surface	17	5	9	31
Contact Injury- Other	1	2	3	6
Contact Injury- Fall into water	1	3	1	5
Contact Injury- Struck by Moving Object	2	0	3	5
Contact Injury- Collision with Fixed Object	2	0	1	3
Contact Injury- Crushed between objects	1	1	1	3
Noncontact Injury- Diving	3	0	0	3
Diseases- General	0	1	0	1
Overexertion Injury- Existing medical condition	0	0	1	1
Total	**34**	**18**	**26**	**78**

Marine Casualties and Events

As indicated in Table 8, inspected passenger vessels were involved in 1,525 reportable marine casualties from 2022 through 2024. Of those, 18.8% (287 of 1,525) of these casualties were classified as 'Serious Marine Incidents'[3] (SMI).

Table 8 - Reportable Marine Casualties Involving Inspected Passenger Vessels

Inspection Subchapter	2022	2023	2024	Total
H Boats	**106**	**72**	**64**	**242**
Non-SMI	83	59	48	190
SMI	23	13	16	52
K Boats	**75**	**93**	**77**	**245**
Non-SMI	63	85	66	214
SMI	12	8	11	31
T Boats	**383**	**346**	**308**	**1,037**
Non-SMI	302	271	260	833
SMI	81	75	48	204
Total	**564**	**512**	**449**	**1,525**

[3] Serious Marine Incident is defined in 46 CFR 4.03-2

Most marine casualties are described as a series of events: a mechanical failure, followed by a loss of propulsion, grounding, and ending with a discharge of oil. In this example, the mechanical failure is the initiating event. The Initiating Event is simply the first unwanted or negative outcome in the timeline. The two most common ***initiating events*** recorded for passenger vessel marine casualties were 'Material Failure/Malfunction' (44.4%) and 'Personnel Casualty - Injury' (11.8%). Due to the timing of the development of this report, some "Initiating Events" remain 'UNSPECIFIED'. The USCG will update these 'UNSPECIFIED' and all other modified Initiating Events, with the current data for greater usefulness by the PVA membership in subsequent reports.

Table 9 - Initiating Events for Marine Casualties Involving Inspected Passenger Vessels

Initial Event	2022				2023				2024				Grand Total
	H	K	T	Total	H	K	T	Total	H	K	T	Total	
Material Failure/Malfunction	50	45	140	**235**	38	54	150	**242**	28	39	133	**200**	**677**
Personnel Casualty - Injury	22	7	53	**82**	11	6	34	**51**	8	8	31	**47**	**180**
Loss/Reduction of Propulsion/Steering	10	4	43	**57**	11	13	42	**66**	12	12	27	**51**	**174**
Allision	8	7	20	**35**	2	6	20	**28**	4	5	31	**40**	**103**
Grounding	4	1	33	**38**	6	2	19	**27**	3	4	28	**35**	**100**
UNSPECIFIED	0	1	16	**17**	2	3	6	**11**	3	5	14	**22**	**50**
Fire - Initial	2	1	2	**5**	0	2	24	**26**	0	0	7	**7**	**38**
Personnel Casualty - Death	2	4	22	**28**	0	0	3	**3**	0	0	1	**1**	**32**
Collision	1	0	6	**7**	0	0	15	**15**	0	0	6	**6**	**28**
Loss of Electrical Power	4	1	7	**12**	0	3	3	**6**	2	2	6	**10**	**28**
Wave(s) Strikes/Impacts	0	0	14	**14**	0	0	6	**6**	0	0	4	**4**	**24**
Vessel Manuever	3	0	7	**10**	0	1	6	**7**	1	1	5	**7**	**24**
Fouling	0	2	5	**7**	0	1	9	**10**	0	0	4	**4**	**21**
Flooding - Initial	0	1	3	**4**	1	1	0	**2**	0	0	2	**2**	**8**
Personnel Fall into Water	0	0	1	**1**	0	1	4	**5**	0	0	2	**2**	**8**
Personnel Entering Water (not Falling)	0	0	4	**4**	0	0	2	**2**	1	0	0	**1**	**7**
Discharge/Release - Pollution	0	0	1	**1**	1	0	0	**1**	1	1	1	**3**	**5**
Vessel Yawl/Pitch/Roll/Heel	0	0	0	**0**	0	0	1	**1**	0	0	2	**2**	**3**
Set Adrift	0	0	0	**0**	0	0	2	**2**	0	0	1	**1**	**3**
Capsize	0	0	1	**1**	0	0	1	**1**	0	0	0	**0**	**2**
Cargo/Fuel Transfer/Shift	0	1	0	**1**	0	0	0	**0**	0	0	1	**1**	**2**
Other	0	0	5	**5**	0	0	0	**0**	1	0	2	**3**	**8**
Total	**106**	**75**	**383**	**564**	**72**	**93**	**347**	**512**	**64**	**77**	**308**	**449**	**1,525**

Table 10 shows the initiating events associated with the 287 Serious Marine Incidents (SMIs) involving Inspected Passenger Vessels from 2022 to 2024. The most common ***initiating event*** recorded for passenger vessel SMIs was 'Personnel Casualty - Injury' (50.5%). Due to the timing of the development of this report, some "Initiating Events" remain 'UNSPECIFIED'. The USCG will update these 'UNSPECIFIED' and all other modified Initiating Events, with the current data for greater usefulness by the PVA membership in subsequent reports.

Table 10 - Initiating Events for Serious Marine Incidents Involving Inspected Passenger Vessels

Initial Event Type	2022				2023				2024				Grand Total
	H	K	T	Total	H	K	T	Total	H	K	T	Total	
Personnel Casualty - Injury	17	6	43	**66**	9	4	25	**38**	8	7	26	**41**	**145**
Personnel Casualty - Death	1	3	22	**26**	0	0	2	**2**	0	0	0	**0**	**28**
Fire - Initial	1	1	1	**3**	0	1	22	**23**	0	0	0	**0**	**26**
Material Failure/Malfunction	1	0	2	**3**	2	1	3	**6**	2	2	4	**8**	**17**
Collision	0	0	2	**2**	0	0	5	**5**	0	0	3	**3**	**10**
Wave(s) Strikes/Impacts	0	0	2	**2**	0	0	4	**4**	0	0	4	**4**	**10**
Allision	1	1	1	**3**	0	0	3	**3**	1	1	1	**3**	**9**
UNSPECIFIED	0	0	2	**2**	1	0	0	**1**	2	1	2	**5**	**8**
Personnel Fall into Water	0	0	1	**1**	0	1	3	**4**	0	0	2	**2**	**7**
Grounding	0	0	1	**1**	1	1	1	**3**	0	0	3	**3**	**7**
Personnel Entering Water (not Falling)	0	0	2	**2**	0	0	2	**2**	1	0	0	**1**	**5**
Vessel Manuever	1	0	1	**2**	0	0	2	**2**	0	0	0	**0**	**4**
Vessel Yawl/Pitch/Roll/Heel	0	0	0	**0**	0	0	0	**0**	0	0	2	**2**	**2**
Loss/Reduction of Propulsion/Steering	0	1	0	**1**	0	0	0	**0**	1	0	0	**1**	**2**
Loss of Electrical Power	1	0	0	**1**	0	0	1	**1**	0	0	0	**0**	**2**
Personnel Casualty - Exposure	0	0	1	**1**	0	0	0	**0**	0	0	0	**0**	**1**
Set Adrift	0	0	0	**0**	0	0	1	**1**	0	0	0	**0**	**1**
Personnel Casualty - Missing	0	0	0	**0**	0	0	0	**0**	0	0	1	**1**	**1**
Capsize	0	0	0	**0**	0	0	1	**1**	0	0	0	**0**	**1**
Personnel Ejected from Vessel	0	0	0	**0**	0	0	0	**0**	1	0	0	**1**	**1**
Total	**23**	**12**	**81**	**116**	**13**	**8**	**75**	**96**	**16**	**11**	**48**	**75**	**287**

Vessel Inspections, Deficiencies, and Appeals

Vessel Inspections and Deficiencies

The majority of the passenger vessel inspections and deficiencies issued involved T-boats due to the size of that fleet. Per the request from PVA, "worklist items" are now broken out from the total deficiencies issued for each calendar year.

Table 11 - Deficiencies Issued to Inspected Passenger Vessels

CY	Inspection Activities	Inspection Activities with a Deficiency Issued	% of Inspection Activities with a Deficiency Issued	Deficiencies Issued	Worklist Items Issued
H-Boats					
2022	874	371	42.4	908	267
2023	767	262	34.2	694	372
2024	814	285	35	710	265
K-Boats					
2022	1,092	394	36.1	1,345	541
2023	1,228	434	35.3	1,456	582
2024	1,080	441	40.8	1,624	562
T-Boats					
2022	10,361	3,760	36.3	13,323	3,373
2023	10,587	3,616	34.2	12,471	3,496
2024	10,255	3,744	36.5	12,634	3,239

Table 12 contains the top 10 systems, where deficiencies were identified and issued to inspected passenger vessels. The table includes the System and Component levels, with associated counts, to provide the greatest clarity in the issued deficiencies.

The use of "Other" deficiency categories, at the Component level, continues to be an issue. The use of "Other" categories does not provide the necessary specificity to appropriately identify and target areas of concern. The USCG will continue to emphasize this issue with inspectors in an effort to reduce the usage of these options in our data system.

Table 12 - Vessel Deficiencies Issued to Inspected Passenger Vessels by System and Component

Vessel Deficiencies by System/Component	2022	2023	2024	TOTAL
02 - Structural Conditions	**3,437**	**3,613**	**3,729**	**10,779**
02199 - Other (Structural condition)	905	1,021	1,206	3,132
02112 - Hull - corrosion	452	475	453	1,380
02108 - Electrical installations in general	402	383	399	1,184
02106 - Hull damage impairing seaworthiness	334	318	327	979
02113 - Hull - cracking	262	302	242	806
02111 - Beams, frames, floors-corrosion	189	273	225	687
Vessel Deficiencies by System/Component	**2022**	**2023**	**2024**	**TOTAL**
13 - Propulsion and Auxiliary Machinery	**2,972**	**2,776**	**2,837**	**8,585**
13199 - Other (machinery)	1,192	1,108	1,070	3,370
13101 - Propulsion main engine	721	680	691	2,092
13104 - Bilge pumping arrangements	624	582	614	1,820
13108 - Operation of machinery	170	171	198	539
13102 - Auxiliary engine	175	143	149	467
13103 - Gauges, thermometers, etc.	84	86	108	278
Vessel Deficiencies by System/Component	**2022**	**2023**	**2024**	**TOTAL**
11 - Life Saving Appliances	**2,886**	**2,575**	**2,640**	**8,101**
11117 - Lifebuoys incl. provision and disposition	776	776	758	2,310
11118 - Lifejackets incl. provision and disposition	727	639	694	2,060
11116 - Distress flares	242	229	253	724
11199 - Other (life saving)	216	226	173	615
11129 - Operational readiness of lifesaving appliances	140	119	141	400
11135 - Maintenance of Life Saving Appliances	164	114	96	374
Vessel Deficiencies by System/Component	**2022**	**2023**	**2024**	**TOTAL**
07 - Fire Safety	**2,298**	**2,602**	**2,359**	**7,259**
07110 - Fire fighting equipment and appliances	556	569	533	1,658
07199 - Other (fire safety)	369	426	426	1,221
07109 - Fixed fire extinguishing installation	256	266	296	818
07106 - Fire detection and alarm system	121	194	144	459
07113 - Fire pumps and its pipes	134	139	133	406
07124 - Maintenance of Fire protection systems	118	102	117	337

Table 12 - Vessel Deficiencies Issued to Inspected Passenger Vessels by System and Component (cont'd)

Vessel Deficiencies by System/Component	2022	2023	2024	TOTAL
09 - Working and Living Conditions	**2,051**	**1,843**	**1,709**	**5,603**
09209 - Electrical	867	773	630	2,270
09112 - Medical Equipment	300	247	276	823
09298 - Other (accident prevention)	173	160	159	492
09203 - Lighting (Working spaces)	67	72	64	203
09210 - Machinery	48	58	68	174
09233 - Guards - fencing around dangerous machinery	60	48	33	141

Vessel Deficiencies by System/Component	2022	2023	2024	TOTAL
01 - Certificates & Documentation	**1,383**	**1,304**	**1,488**	**4,175**
CG001 - Certificate of Inspection (COI)	342	346	419	1,107
01199 - Other (certificates)	316	302	288	906
01305 - Log-books/compulsory entries	151	154	236	541
CG003 - USCG Certificate of Documentation (COD)	150	96	123	369
01104 - Cargo Ship Safety Radio (including exemption)	76	71	93	240
01201 - Certificates for master and officers	66	40	43	149

Vessel Deficiencies by System/Component	2022	2023	2024	TOTAL
03 - Water/Weathertight Conditions	**992**	**1,071**	**1,023**	**3,086**
03199 - Other (load lines)	187	262	194	643
03103 - Railing, gangway, means for safe passage	137	124	115	376
03112 - Scuppers, inlets and discharges	107	119	117	343
03105 - Covers (hatchway-, portable-, tarpaulins, etc.)	111	108	123	342
03109 - Machinery space openings	114	118	103	335
03110 - Manholes/flush scuttles	119	95	118	332

Vessel Deficiencies by System/Component	2022	2023	2024	TOTAL
10 - Safety of Navigation	**939**	**762**	**802**	**2,503**
10109 - Lights, shapes, sound-signals	348	324	311	983
10111 - Charts	207	133	204	544
10116 - Nautical publications	144	119	98	361
10199 - Other (navigation)	65	45	60	170
10105 - Magnetic compass	78	45	45	168
10127 - Voyage or passage plan	12	19	16	47

Table 12 - Vessel Deficiencies Issued to Inspected Passenger Vessels by System and Component (cont'd)

Vessel Deficiencies by System/Component	2022	2023	2024	TOTAL
99 - Other	**933**	**759**	**721**	**2,413**
99101 - Other (Safety in general)	924	750	720	2,394
99103 - Other (MARPOL operational)	9	7	1	17
99102 - Other (SOLAS operational)	0	2	0	2

Vessel Deficiencies by System/Component	2022	2023	2024	TOTAL
04 - Emergency Systems	**609**	**628**	**530**	**1,767**
04103 - Emergency, lighting, batteries and switches	136	139	121	396
04109 - Fire drills	78	94	83	255
CG004 - Man Overboard Drill (MOB)	79	86	86	251
04113 - Water level indicator	66	83	63	212
04108 - Muster list	48	58	35	141
04101 - Public address system	46	47	40	133

Flag State Detentions involving Inspected Passenger Vessels

Table 13 – Flag State Detentions

Subchapter	CY	Detentions	Population	Detention Percentage
H	2022	0	140	0.00%
	2023	1	139	0.72%
	2024	0	140	0.00%
K	2022	2	442	0.45%
	2023	0	438	0.00%
	2024	2	441	0.45%
T	2022	15	6,037	0.25%
	2023	7	6,117	0.11%
	2024	11	6,200	0.18%

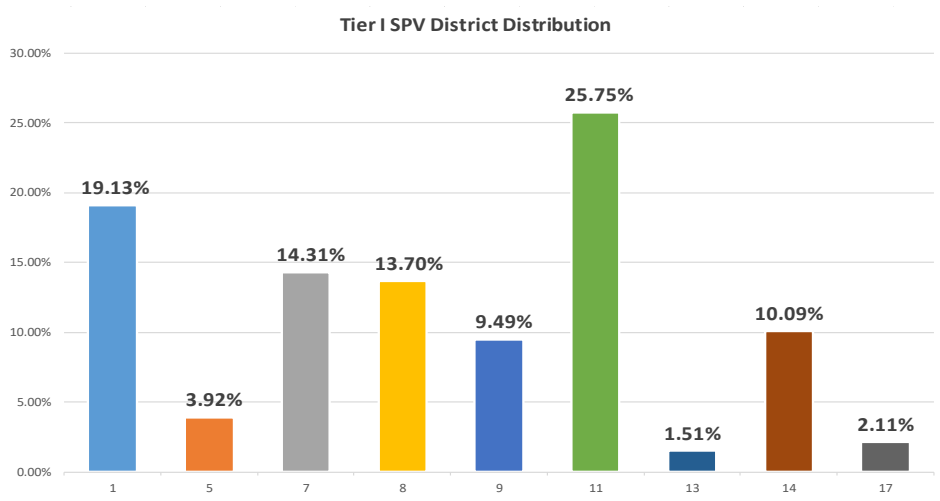
Detentions by Tier Inspections

The following table shows flag state detentions categorized by the Risk Based Inspection Tier of the small passenger vessel detained.

Table 14 – SPV Flag State Detentions by Tier

Subchapter	CY	Detentions	Tier I	Tier II	Tier III
K	2022	2	2	0	0
K	2023	0	0	0	0
K	2024	2	2	0	0
T	2022	15	3	12	0
T	2023	7	1	4	2
T	2024	11	3	6	2

The following chart shows the geographic distribution of Tier I small passenger vessels across USCG Districts in 2024.



CG-CVC Appeals involving Inspected Passenger Vessels

The following table shows appeals adjudicated by Commandant (CG-CVC).

Table 15 - Appeals to Commandant

CY	Received	Granted	Denied	Other
2022	1	0	0	1
2023	2	0	1	1
2024	3	2	1	0

Passenger Vessels Taking Part in the Streamlined Inspection Program (SIP)

Table 16 – SIP Enrolled Vessels by USCG Unit

Unit	Number of SIP Vessels	Total Population	SIP Enrollment Percentage
Marine Safety Unit Coram	8	199	4.02%
Marine Safety Unit Duluth	5	22	22.73%
Marine Safety Unit Sturgeon Bay	1	21	4.76%
MSD Cincinnati	2	8	25.00%
Sector Honolulu	1	265	0.38%
Sector New Orleans	1	240	0.42%
Sector San Francisco	3	235	1.28%
All Units	21	6,781	0.31%

Enforcement Actions Resulting from Illegal Passenger Vessel Operations

Table 17 – Enforcement Actions By Type

Calendar Year	Sanction Type	Number of Incidents	Number of Citations	Sum of Imposed Penalties
2022	Civil Penalty	104	160	$205,395.00
2022	Notice Of Violation (NOV)	20	34	$50,400.00
2022	Warning	1	2	---
2022	**Totals**	**125**	**196**	**$255,795.00**
2023	Civil Penalty	39	58	$159,238.00
2023	Notice Of Violation (NOV)	17	22	$37,400.00
2023	Warning	0	0	---
2023	**Totals**	**56**	**80**	**$196,638.00**
2024	Civil Penalty	47	66	$136,796.00
2024	Notice Of Violation (NOV)	5	10	$8,025.00
2024	Warning	1	3	---
2024	**Totals**	**53**	**79**	**$144,821.00**

Table 18 – Enforcement Actions By USCG District

Calendar Year	Originating District	Number of Incidents	Number of Citations	Sum of Imposed Penalties
2022	CGD FIVE	4	7	$9,000.00
2022	CGD SEVEN	97	153	$188,281.00
2022	CGD EIGHT	8	11	$26,564.00
2022	CGD NINE	2	2	$3,500.00
2022	CGD ELEVEN	8	14	$13,000.00
2022	CGD THIRTEEN	2	4	$1,950.00
2022	CGD FOURTEEN	4	5	$13,500.00
2023	CGD ONE	1	1	$3,000.00
2023	CGD FIVE	5	5	$4,150.00
2023	CGD SEVEN	44	72	$143,627.00
2023	CGD EIGHT	8	9	$8,400.00
2023	CGD NINE	7	8	$7,500.00
2023	CGD ELEVEN	5	7	$11,950.00
2023	CGD THIRTEEN	1	1	$1,000.00
2023	AFLOAT UNIT	4	6	$17,011.00
2024	CGD ONE	1	1	$750.00
2024	CGD SEVEN	41	61	$127,821.00
2024	CGD NINE	1	1	$750.00
2024	CGD ELEVEN	3	6	$2,750.00
2024	CGD FOURTEEN	1	1	$1,500.00
2024	CGD SEVENTEEN	1	1	$1,500.00
2024	AFLOAT UNIT	5	8	$9,750.00

Appendix I

Definition of "Operationally-Related" Marine Casualties

To focus the efforts of the USCG-PVA Quality Partnership, the following guidance is provided to determine which incidents are classified as either 'operationally-related' or 'not operationally - related'. This distinction is made to assist in identifying the incidents that are within the control of the operator.

NOT OPERATIONALLY-RELATED

- Death due to Intentional Acts, especially those of a criminal nature (i.e., suicide or homicide).
- Death resulting from the intentional act of another person (e.g., pushing someone overboard, regardless of intent).
- Death resulting from an intentional jump overboard.
- Death due to Pre-Existing Medical Condition(s) or Disease.
- Death that occurs onboard a vessel and is attributed to an overdose of medication or use of a drug, regardless of when the drugs were taken. The only exception is when the death is due to medicine distributed by medical staff attached to a vessel.
- Death that results from choking while eating onboard a vessel.
- Death that did not occur onboard a vessel or deaths that did not result from activities on the vessel. Examples include:
    - While swimming, snorkeling, or diving, a passenger or crewmember dies in the water.
    - While swimming, snorkeling, or diving, a passenger or crewmember goes into distress and is recovered from the water, then subsequently dies onboard the vessel.
    - A missing diver/snorkeler.
    - Passengers or crewmembers that disembark the vessel to use a personal watercraft (PWC), Jet Ski, kayak, stand-up paddleboard (SUP) or something similar, which are not tethered to the vessel and sustain injuries resulting in death.
- Shark bites, stingray strikes, etc.

OPERATIONALLY-RELATED

Everything else is considered "Operationally-Related", specifically including:

- All parasail accidents.
- All accidents occurring on any apparatus tethered to the passenger vessel (e.g., jetlev, banana boat, water skiing, etc.).
- All accidental falls onboard a vessel, regardless of the circumstance(s).
- If a person enters the water due to a vessel collision, capsizing, sinking, grounding, allision, etc., then dies as a result.
- If a person is in the water and is run over by a vessel - even if the person was not a passenger or crewmember aboard the vessel.